RESOLUTION NO. 04-047

RESOLUTION BY THE CITIZENS' INDEPENDENT TRANSPORTATION **TRUST** (CITT) RECOMMENDING TO THE MIAMI-DADE BOARD OF COUNTY COMMISSIONERS (BCC) THAT THE PEOPLE'S TRANSPORTATION PLAN'S TRANSIT CAPITAL PROJECTS LIST BE AMENDED TO INCLUDE THE PROCUREMENT OF TWELVE (12) METROMOVER VEHICLE CARS AND THE RETROFIT AND REHABILITATION OF REMAINING SEVENTEEN (17) METROMOVER **CARS**

WHEREAS, the Citizens' Independent Transportation Trust (CITT) desires to accomplish the purposes outlined in the accompanying OCITT Interim Executive Director's memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE CITIZENS' INDEPENDENT
TRANSPORTATION TRUST, that this Trust recommends to the BCC that the People's
Transportation Plan's (PTP) Transit Capital Projects List be amended to include the procurement
of twelve (12) new Metromover vehicles and the retrofit and rehabilitation of the remaining
seventeen (17) Metromover cars, as outlined in the corresponding document, in substantially the
form attached hereto and made a part hereof.

The foregoing resolution was offered by LtCol Antonio Colmenares, who moved its adoption. The motion was seconded by Henry Lee Givens and upon being put to vote, the vote was as follows:

Marc A. Buoniconti, Chairman	Aye
Hon. Luis C. Morse, Vice-Chairman	Aye

Hon. Michael Abrams	Aye	Yolanda Aguilar	Absent
Harold Braynon, Jr.	Absent	LtCol. Antonio Colmenares	Aye
Henry Lee Givens	Aye	Franklin Kelly	Aye
Thamara Labrousse	Absent	Miles Moss	Absent
Maureen O'Donnell	Aye	Hon. James Reeder	Absent
Theodore Wilde	Aye		

The Chairperson thereupon declared the resolution duly passed and adopted this 28th day of July 2004.

Approved by County Attorney as to form and legal sufficiency.

Interim Executive Director

Office of the Citizens' Independent Transportation Trust

Memo

To:

All CITT Members

From:

Irma San Roman, Interim Executive Director

Date:

July 22, 2004

Re:

Procurement of Twelve (12) Metromover Vehicle Cars and Rehabilitation of the remaining

Metromover Vehicles

RECOMMENDATION:

It is recommended that the Citizens' Independent Transportation Trust (CITT) approve a resolution amending the People's Transportation Plan's (PTP) Capital Improvement List to include the procurement of 12 new Metromover vehicles at a cost of \$20.7 million and the retrofit and rehabilitation of the remaining 17 Metromover vehicles for a total cost of approximately \$24 million.

BACKGROUND:

On July 29, 2003, the CITT approved an amendment to the PTP that included a list of capital improvements with a total value of \$397.2 million. One of the twenty-four (24) projects listed was the rehabilitation of Metromover vehicles at a cost of \$15.4 million. The amendment was subsequently approved by the BCC on October 7, 2003. On October 29, 2003, the CITT approved the action of the BCC to award a contract to Washington Infrastructure Services, Inc., to provide the necessary engineering services to inspect the Metrorail and Metromover vehicles, review the latest technologies, and prepare bid specifications for the purpose of rehabilitating the Metromover vehicles.

During this review and inspection process, it was determined that it would be more cost effective to replace these vehicles than to rehabilitate them. The estimated cost to overhaul each vehicle is approximately \$1.5 million for a total of \$18.7 million. The estimated cost to purchase 12 new vehicles is approximately \$1.725 million for a total of \$20.7 million. It would take 52 months to overhaul 12 vehicles compared to 22 months to deliver new ones. More importantly, whereas the useful life of a rehabilitated vehicle is 10 years, the useful life of a new vehicle is 20 years. As a result of the evaluation process, Miami-Dade Transit (MDT) is pursuing a sole-source negotiation with Bombardier Transportation that is expected to be brought before the BCC and the CITT for approval within the next few months.

Additionally, there were 17 Phase II Metromover vehicles purchased in 1994 that have not reached their useful life, but will need to be modified for compatibility with the 12 new replacement vehicles.

Upgrades include providing Couplers and a Vehicle Monitoring Control System (VMCS) on the 17 vehicles at an estimated cost of \$2.245 million dollars. The estimated total cost of replacement and modification will be \$22.945 million dollars.

A complete list of enhancements, as provided by MDT, is delineated below:

- Vehicle Structure: The CX100 vehicle design has been modified with improved assembly techniques, improved corrosion resistance, and changes to the interior resulting in a vehicle with significantly improved longevity.
- Air Comfort System: The new vehicles possess an improved air conditioning system that not
 only provides better cooling, but dries the air. This will eliminate the moisture on the interior of
 the cars and enhance passenger comfort and reduce maintenance.
- Automatic Train Control: The proposed vehicle is compatible with the existing Metromover system and includes key technical improvements that improve reliability and will alleviate obsolescence issues on the current vehicles.
- Couplers: The vehicle possesses an electrical/mechanical coupler that allows coupling in lieu
 of manual coupling. The 12 replacement vehicles will possess this coupler. It is
 recommended to retrofit the remaining 17 vehicles with these couplers, for compatibility. This
 is both a safety and maintenance improvement. The cost is estimated at \$65,000 per vehicle
 or \$1.105 million for all 17 vehicles.
- Vehicle Monitoring System: The vehicles will possess a Vehicle Monitoring and Control System (VMCS). This technology allows for real time diagnostic and troubleshooting of vehicles and vehicle equipment from Central Control. Central Control upgrades costs for the VMCS will also be required, at an estimated cost of \$1.14 million, which includes a 5% allowance for unforeseen changes.

This item was previously approved by the Project Review and Budget and Finance Committee with the understanding that it would cost approximately \$20.7 million to purchase 12 new Metromover vehicles and a retrofitting cost of approximately \$2.245, for a total project cost of \$22.945 million.

MDT has submitted new information requesting an additional 5 percent allowance of the total cost for unforeseen changes, which now brings the total cost to \$24 million. Based on the additional information submitted by MDT, it is recommended that the PTP Capital Improvement List be modified to reflect the procurement of 12 Metromover vehicle cars and the upgrade and modification for compatibility of the remaining 17 Metromover vehicles, for a cost not to exceed \$24 million.

cc: Carlos F. Bonzon, Ph.D., P.E., Surface Transportation Manager Bruce Libhaber, Esq., CAO Roosevelt Bradley, Director, Miami-Dade Transit



TO:

Irma San Roman, Interim Executive

DATE:

June 30, 2004

Director

Director, Itizens Independent Transportation Trust (217T)

FROM:

Koosevell Bradley, Director Miami-Dade Transit

SUBJECT:

Report: Resolution Clarifying the Miscellaneous Capital Improvement Projects for the People's Transportation Plan

RECOMMENDATION

It is recommended that the Citizens' Independent Transportation Trust (CITT) approve a resolution clarifying the Miscellaneous Capital Improvement Projects in the People's Transportation Plan (PTP) for the line item retaining to the Metromover vehicle rehabilitation to allow for the procurement of new mover vehicles.

BACKGROUND

On July 29, 2003, the CITT unanimously approved Miami-Dade Transit's (MDT) list of Capital Improvement Projects as part of the People's Transportation Plan (PTP). This item had been previously presented and approved by the CITT's Project Review and Budget and Finance Committees on July 16, 2003 and July 22, 2003 respectively. At each of these meetings, the record reflects that the Trust and its committees were presented information by MDT that a decision would be made to rehabilitate or replace mover vehicles when a consultant was selected to provide engineering services and provide recommendations on the cost effectiveness of rehabilitation of mover vehicles versus purchasing new vehicles. Since the approved listing of Miscellaneous Capital Improvement Projects specifically references the rehabilitation of existing vehicles, the County Attorney advised that MDT submit a resolution clarifying the PTP to accommodate the possibility of the purchase of new vehicles.

On September 9, 2003, the Board of County Commissioners awarded Contract TA02-MR26 to Washington Infrastructure Services, Inc, now Washington Group International, to provide engineering services for the Metrorail and Phase 1 Metromover mid-life vehicle fleet overhaul and modernization project. The BCC's recommendation was approved by the CITT's Budget and Finance and Project Review Committees on October 7, 2003 and October 8, 2003 respectively. The full CITT unanimously approved the BCC's recommendation on October 29, 2003.

The original 12 Metromover vehicles, purchased in 1984 from Westinghouse Electric Corporation (now combardier Transportation), have reached their 20 years useful life and are due for replacement. In fact, 5mbardier is the only manufacturer of mover vehicles compatible with the existing Metromover System. As a

result of a thorough evaluation of these 12 original Metromover system vehicles, the estimated cost to overhaul each car is approximately \$1.5 million or a total of \$18.7 million dollars. The estimated cost to purchase 12 new vehicles is approximately \$20.7 million dollars or \$1.725 million per vehicle. Twelve (12) new vehicles could be delivered in 22 months compared to 52 months for twelve (12) overhauled vehicles. Furthermore, a rehabilitation of mover vehicles would only extend their useful life for 10 years, whereas new vehicles would offer a useful life of 20 years.

Enclosed, under separate cover, is a memorandum from Cathy Lewis, MDT Chief, Civil Rights and Labor Relations reporting DBE measures for this contract.

C: Carlos F. Bonzon, Ph.D., P.E.

Attachment





TO:

Clinton Forbes

DATE:

June 30, 2004

Assistant to the Director, MDT

FROM:

Cathy Lewis

SUBJECT:

DBE Goal for PTP's

Hornele for, Acting Chief, Office of Civil Rights & Labor Relations

Miscellaneous Capital Improvement Projects

Please be advised that Disadvantaged Business Enterprise (DBE) requirements do apply to the above subject CITT item; however, the DBE goal was negotiated by the Contractor directly with the Federal Transit Administration (FTA), which means that reporting and enforcement concerning DBE participation will be handled by the FTA. All the Contractor has to do is certify to MDT that they have complied with 49 Code of Federal Regulations, Part 26.49.

Cc: Roosevelt Bradley, Director

MEMORANDUM

TO:	County Janager	DATE:	
FROM:	Roosevelt Bradley, Durito Miami-Dade Transit	SUBJECT:	Report: Resolution Clarifying the Miscellaneous Capital Improvement Projects for the People's Transportation Plan
Attached for Miscellane	or your review and approval is a Four ous Capital Improvement Projects	Report on a proposed Reso s for the People's Transpo	lution clarifying the rtation Plan.
It is reques Committee	ted that this item be placed on the meeting.	e June 17, 2004 agenda of	the Transportation
If you have have your	e any questions or concerns regard staff contact Lourdes Gomez at (3	ding this item please conta 305) 375-5481.	ect me at (305) 375-2546 or
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TO:

Honorable Chairperson Dennis C. Moss

and Members, Transportation Committee

DATE:

FROM:

George M. Burgess

County Manager

SUBJECT: Report: Resolution Clarifying

the Miscellaneous Capital Improvement Projects for the People's Transportation Plan

Miami-Dade Transit (MDT) will recommend that the Citizens' Independent Transportation Trust (CITT) accept a resolution clarifying the Miscellaneous Capital Improvement Projects in the People's Transportation Plan (PTP) for the line item pertaining to the Metromover vehicle rehabilitation to allow for the procurement of new mover vehicles. This item will be presented to the CITT at their June meeting and will be brought officially before the Transportation Committee and Board in the coming months. This report is presented pursuant to the direction of the Chairman of the Transportation Committee on May 20, 2004 requesting that informational reports on PTP amendments be brought before this body prior to their presentation to the CITT.

BACKGROUND

In the process of developing its plans to rehabilitate the existing fleet of mover vehicles, it came to MDT's attention that it may be more cost effective to replace rather than rehabilitate these vehicles. Because the approved listing of Miscellaneous Capital Improvement Projects (Resolution No. R-1154-03) specifically references the rehabilitation of existing vehicles, the County Attorney advised that MDT submit a resolution clarifying the PTP to accommodate the possibility of the purchase of new vehicles.

The mover procurement is being handled by MDT through a separate sole-source negotiation with Bombardier Transportation and is expected to be brought to the Board and CITT for approval within the next few months. On April 15, 1980, Westinghouse Electric Corporation, now Bombardier Transportation, entered into Contract DPM-02 with the County to supply a fully operational Metromover System in downtown Miami. The Metromover System, operating on an electrically powered elevated guideway, started servicing the public in April 1986 and presently extends 8.8 (double track) miles, serving 21 stations and utilizing a total of 29 vehicles. The Metromover consists of a proprietary guideway, vehicle and automated train control system fully compatible with one another.

On Séptember 9, 2003 (Resolution No. R-931-03), the Board of County Commissioners awarded Contract TA02-MR26 to Washington Infrastructure Services, Inc, now Washington Group International, to provide engineering services for the Metrorail and Phase 1 Metromover mid-life vehicle fleet overhaul and modernization project. The original 12 Metromover vehicles, purchased

in 1984 from Westinghouse Electric Corporation (now Bombardier Transportation), have reached their 20 years useful life and are due for replacement. As a result of a thorough evaluation of these 12 original Metromover system vehicles, the estimated cost to overhaul each car is approximately \$1.5 million or a total of \$18.7 million dollars. The estimated cost to purchase 12 new vehicles is approximately \$20.7 million dollars or \$1.725 million per vehicle. Twelve (12) new vehicles could be delivered in 22 months compared to 52 months for twelve (12) overhauled vehicles. Furthermore, a rehabilitation of mover vehicles would only extend their useful life for 10 years, whereas new vehicles would offer a useful life of 20 years.

Bombardier is the only manufacturer of mover vehicles compatible with the existing Metromover System. The suggested replacement vehicle, the new generation CX100 vehicle, modified to operate in a tropical environment, is the only available replacement vehicle that is compatible with our existing guideway. These new vehicles would possess the following improvements:

- ➤ Vehicle Structure: The CX100 vehicle design has been modified with improved assembly techniques, improved corrosion resistance, and changes to the interior resulting in a vehicle with significantly improved longevity.
- Air Comfort System: The new vehicles possess an improved air conditioning system that not only provides better cooling, but dries the air. This will eliminate the moisture on the interior of the cars and enhance passenger comfort and reduce maintenance.
- > Automatic Train Control: The proposed vehicle is compatible with the existing Metromover system and includes key technical improvements that improve reliability and will alleviate obsolescence issues on the current vehicles.
- Couplers: The vehicle possesses an electrical/mechanical coupler that allows coupling in lieu of manual coupling. The 12 replacement vehicles will possess this coupler. It is recommended to retrofit the remaining 17 vehicles with these couplers, for compatibility. This is both a safety and maintenance improvement. The cost is estimated at \$65,000 per vehicle or \$1.105 million for all 17 vehicles.
- Vehicle Monitoring System: The vehicles will possess a Vehicle Monitoring and Control System (VMCS). This technology allows for real time diagnostic and troubleshooting of vehicles and vehicle equipment from Central Control. Central Control upgrades costs for the VMCS will also be required, at an estimated cost of \$1.14 million, which includes a 5% allowance for unforeseen changes.

Again, the negotiated contract for the mover vehicles is expected to be brought to the Board and CITT for approval within the next few months.

Surface Transportation Manager